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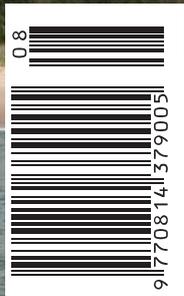
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**Branching off
to small creeks**

**Quintrex 460 Renegade
Boston Whaler 280 Outrage
Sea Hunt Triton 177
Polycraft 530 Frontrunner**



The new 460 Renegade promises to be something of a game-changer for the fishing scene, especially if we're talking affordable tinnies. JAMES HILL reports.



Quintrex 460 Renegade

Major brand Quintrex, has been quick to pick up on the fact that hard core fishos today are looking for value and don't necessarily want all the frills.

The big Queensland brand has used this thinking in a whole swag of new designs, including a few Top Ender models, which we have reviewed in the past two years. However, if you thought the Top Enders were affordable you haven't seen the new Quintrex Renegades.

The Renegade is a deliberate attempt by Quintrex to cut out some of the fancy bits and give buyers a more 'bare bones' fishing craft. The hull is the classic estuary tinnie type but with the added benefit of the Quintrex Millennium bottom.

This year Quintrex has released two models of Renegade – a 460 and 520. However, it's quite on the cards we'll see more versions once the market gets familiar with the concept.

Certainly, Quintrex dealers will be pleased because the Renegade gives them some time to really take on the bargain-basement tinnies. Obviously, Renegade only has to get close on price because, after all, it has the added selling points of being a Quintrex and the much acclaimed Millennium bottom.

Renegade doesn't have the level flotation feature that you see in other Quintrex models. However, this is one trade-off that a lot of fishos are apparently willing to live with and unless governments make it compulsory will always be the case!

The Renegade does meet basic flotation standard under the Australian Builders Plate (ABP) the same as the majority of locally-built tinnies.

Recently, I had the pleasure of putting the 460 Renegade through its paces on the Gold Coast. It might be an economy-class craft but is not poor on performance, or attractive styling.

Unlike the Top Ender, there's a sharper bow entry and to my mind, a better style of boat for coastal waters.

The standard boat comes as a tiller-steer unit but generally the 460 Renegade is being marketed as a console boat – either side or centre mounted. This is a smart move from Quintrex because it makes the Renegade appeal to a wider audience beyond pure fishing. It can be used as handy sports boat to tour the waterways.

Every fisho from the bottom basher through to the estuary sport fisher will love this boat. It's equally suited to conventional line fishing or the modern style of plastic-fantastic lure fishing.

Most importantly, Renegade gives you an enclosed transom motor well that helps to keep the water out when you are fishing in coastal waterways.

However, the real clincher is price. Depending on motor choice the console version starts from as little as \$21,000 with trailer and a two-stroke motor. Our test boat came in at \$24,500, including an EFI four-stroke motor and all safety gear. It's pretty good value and leaves you with a bit of spare dollars for a decent LCD colour sounder and/or electric trolling motor.

Design: From first glance I fell in love with this new 'outlaw' of the tinnie scene. It's stylish and looks nice with its well-raked bows, smart clinker pattern topsides and neat side console. In typical Quinnie fashion the finish is clean and nicely presented with a top class, white paint finish and neat graphics.

Dimensions of 4.6m length and 2.09m width provide quite a reasonable interior space thanks to the open design. Virtually the whole boat is available for fishing because the console is offset and fairly compact.

The raised, carpet floor is stepped up in the bow area to form a quite decent casting deck, however, not too high to be unsafe in estuary waters.



Rated for up to five people with basic level flotation the 460 Renegade is also good news for young families. It might be short on seating but imagine the fun you'd have with a few air bean bags and well-stocked esky box and beach towels in summer.

However, fishing is the main game of the Renegade and the real drawcard for most buyers. It provides a stable enough footprint in the water for stand-up cast fishing and has a reasonable interior hull depth (114cm) to provide a nice feeling of protection and safety.

The hull features noticeably flatter topsides in the bow area than previous Quintrex models. However, whilst this does detract a bit from wave-deflecting it still gives you a pretty good ride. That's because the bottom has the same unique Quintrex shape that helps soften the ride in choppy waters.

In side profile the entry is more relaxed and with a longer Vee entry it gives a better wave-cutting edge and lets the boat travel in more level fashion. This enhances performance besides reducing fuel consumption.

More about the performance shortly but let me first give a rap about the construction. Like all Quintrex products you get a very well-built craft with generous levels of foam buoyancy.

There's a stronger than normal 2mm gauge alloy topsides and 3mm alloy bottom panels. This is backed up with plenty of internal ribbing and welded side decks, all added to a strong hull.

The 460 Renegade also features a small, external keel and spray-deflecting chine edges. These improve directional stability and reduce the drift rate when you're fishing.

Hull weight is 338kg, which translates to a trail weight of 800kg all loaded up for the road. This falls within the tow range of popular cars like Mazda 6, Honda Accord and new Subaru Forrester. It also means the Renegade is easy to take away on holidays and to park within the garage or carport.

Performance: We had a delightful sunny day for our test of the new 460 Renegade. It was a far cry from our earlier visit to the Gold Coast when we were almost washed away.

Taking the 460 Renegade out in these conditions during a quiet mid-week day was pure heaven so we took our time. After all, there's always plenty to see in these waterways besides the wildlife.

The console gives you almost car-like driving qualities and we enjoyed skimming along the enclosed

Broadwater. And talking of cars the price is roughly the same as a reasonable quality small car. Which, to my mind is a do-able investment, and something you might get past the wife.

I mean, does she really need to update her car this year?

Getting the little Renegade off the trailer was a piece of cake. And once underway it slipped easily and quickly on the plane. With a clean-tech four-stroke motor on the transom it was smooth, clean trip up the Broadwater and we covered quite a lot of ground before we found it was time to return to the ranch.

What I especially like about the console version is the 'luxury' of electric start and a windscreen. This makes boating very easy and with electric start and trim you're in total control of the boat from the driver seat.

At full speed the 460 Renegade felt very responsive and sat nicely as we ran over a small wave chop, and occasional cruise boat wake. It's obvious the new Millennium bottom shape really does

deliver great ride due to the hollow entry and gradual, variable Vee bottom.

Whilst I imagine the tiller steer version would be a great boat, the side console Renegade gives you better forward vision and less driver-fatigue over longer hours of boating.

As noted, the console doesn't chew up too much cockpit space and being offset means you retain a whole side free to fish.

The only problem with the side console is the boat tends to develop a lean without a passenger counter-balance. However, this was easily offset by putting my sports and camera box opposite.

The rest of the test session included some wake jumps, including one rather unplanned high-jump over a huge two-metre cruise wake. Suffice to say the Renegade handled this better than me and got us safely over the other side despite a brief scary moment.

The longer I drove the Renegade the more I liked it, which is a pretty good endorsement, especially for a boat falling well and truly in the economy-class.

Power: Quintrex offers complete boat/motor/trailer package and this makes buying the Renegade quite easy and hassle-free. The dealers can offer other motor options but generally most buyers will go the standard package that



The top speed was slightly higher at full revs (5600rpm) but basically you could say the boat does a top speed around the 25-26 knots' level, which is fast enough for most fishing needs.

I would expect most buyers will go for the 60hp size motor because 50hp is a touch under-powered, especially with three or four people aboard.

My guess is the performance would be slightly better with a two-stroke motor. I'd especially like to see what it could do with the Evinrude E Tech 60hp that tends to punch out better low/mid speeds than a four-stroke. However, a Yamaha 60hp two-stroke might be just as good.

And talking about power, I'm pleased to see the Renegade does come with an in-floor fuel tank of 70-litre capacity.



includes a Mercury outboard up to a maximum rating of 60hp.

In our case we had the 60hp Mercury four-stroke with electronic fuel injection (EFI) that provides a lovely, smooth performance. This motor gave us the following results on GPS:

3500rpm	14 knots
4500rpm	21 knots
5500rpm	25 knots

That should give you quite good range, especially with a four-stroke motor. With the 60hp Mercury four-stroke you'd get around two days' worth of fishing before needing a refuel.

Interior: No doubt about it, it's the attention to detail that keeps Quintrex top of the pops. Features like the welded bow anchor roller and split bow rail on this boat prove the point.

The 460 Renegade also has its own self-draining anchor well and roto-moulded in plastic to stop chain rattle. I also like the wide side decks, extruded alloy coamings and inclusion of navigation lights as standard.

Up front is a raised casting deck with in-floor locker for your boating and fishing gear. The latter is large enough to take a tackle box if necessary.

Moving further back we find the sports steering console with low windscreen, grab rail and steering wheel. It's a small console but big enough to John-mount a small LCD sounder, or combo sounder/chartplotter. Also there's room here for a small VHF radio, which is a good idea if you're fishing in semi-open waters.

Back behind the console you find a great space for fishing with raised side pocket each side for fishing gear. Low hand rails towards the stern give you added safety and are also good for attaching keeper-nets. They could take extra clamp-on rod holders for trolling. Besides all this are four rod holders, two each side.

You might note there are seat slot positions to suit the two skipper fold-down pedestal seats provided. Those seats are easy to re-position. You also get a stern landing platform on the port side with grab handle to help you get aboard from ramp or beach.



There are no other seats in the boat but that means the back of the cockpit is totally free for fishing.

Verdict: Quintrex is creating a game-changer in the tinnie market with this new range. Renegade cleverly delivers a craft that provides basic Quintrex quality and enhanced ride without being too expensive.

From initial responses it seems buyers are already beating down the doors for the Renegade range so Quintrex is on the right track. This tinnie meets the needs of many anglers who want a boat that can fish coastal estuary waters without being hard on the family budget or to tow.

The standard tiller-steer version without console would be a pretty nice boat. However, I think that the real appeal of the 460 Renegade is best captured with the console addition. It is a nice, sport fishing rig that is fun to drive and makes a great boat for solo operation. In short, 460 Renegade is great for the retiree or young shift-worker who can't always find a boat-buddy on weekday trips.

The Quintrex price list includes a lot of factory extras and some of these, like a bimini with envelope cover and a live well would be a good idea.



BOAT TEST ANALYSIS

Boat supplied with Mercury 60hp EFI four-stroke motor, electric start kit, side steering console, casing deck, 2 pedestal seats, 4 rod holders, rear landing step and grabrail, side pockets, trailer and inshore safety pack and rego. Price \$24,475, Tweed Coast Marine NSW ph 07 5524 8877.

SPECIFICATION CHART

Brand	Quintrex	TABS	Stacer	Quintrex	Allison
Model	460Renegade	460Territory	469Nomad	470TopEnder	495Arafura
Material	alloy	alloy	alloy	alloy	alloy
Style	console	console	console	open	console
Length	4.6m	4.8m	4.8m	4.7m	4.9m
Beam	2m	2.2m	2.2m	2.1m	2.2m
Rated power	60hp	75hp	60hp	50hp	90hp
Power as tested	Mercury60	Yamaha60	Mercury50	Mercury50	Evinrude75
Hull weight	338kg	450kg	413kg	350kg	465kg
Fuel capacity	70L	70L	75L	70L	80L

STAR RATING

Finish	★★★★★	Helm Set-up	★★★★
Fitout	★★★★	Fishability	★★★★★★
Ride	★★★★★	Safety Features	★★★★
Dryness	★★★★	Value for Money	★★★★★

*Data ESTIMATED by the TBF team when accurate information is unavailable. Maximum star rating 5 stars.